

Resource Team	Stakeholder Group
Laura Adams	Friends of Shelby Farms Park
Larry Brown	County Commission, Shelby Farms Park Advisory Committee
Brad Corey	Mid-South Trails Association
John Dudas	Memphis Regional Chamber, Major Roads Committee
Gregg Elliott	Community North of Shelby Farms
Randy Graves	Ducks Unlimited
Richard Hollis	Agricenter
Larry Jensen	Memphis Tomorrow
Dan Johnson	Commuter through Shelby Farms
Keith Kirkland	Wolf River Conservancy
Marty Lipinski	University of Memphis, Traffic Engineering
Steve Reynolds	Baptist Healthcare
Charlie Rond	Sierra Club
Ritchie Smith	Park Planner / Landscape Architect
Mark Stansbury	Shelby Farms Park Board
David Stevens	Accredo Health
Barry White	Brierwood Neighborhood Association

Shelby Farms Parkway Advisory Team

The Shelby Farms Parkway Advisory Team is made up of 17 individuals representing various stakeholders, organizations, and communities with an interest in the project. The team members were chosen by representatives from the Shelby County Government, the City of Memphis, and the Tennessee Department of Transportation. The team is working with city, county, and state officials and their consultants to ensure that the full range of values and perspectives of the stakeholders is brought to the table and actively considered in the decision-making and design processes that will ultimately shape the final outcome of the project.

Shelby Farms Parkway Context Sensitive Solutions Schedule	
Activity	Date
Parternring Meeting	Thursday, Feb. 10, 2005
Public Worskhop No. 1	Thursday, March 24, 2005
Resource Team Meeting No. 1	Thursday, April 28, 2005
Resource Team Meeting No. 2	Thursday, August 18, 2005
Resource Team Meeting No. 3	Thursday, October 6, 2005
Public Workshop No. 2	November 15, 2005
Resource Team Meeting No. 4	January 2006
Resource Team Meeting No. 5	Februaruy 2006
Final Recommendations from Shelby Farms Parkway Advisory Team	March 2006
Public Workshop No. 3/Public Hearing	April 2006

Supplemental Environmental Impact Statement

A process for preparation of a Supplemental Environmental Impact Statement has been ongoing concurrent with the Context Sensitive Solutions process for this project. It is anticipated that a “DRAFT” Supplemental Environmental Impact Statement will be submitted in January 2006. A Public Hearing will follow approval of the “DRAFT” Supplemental Environmental Impact Statement. Thereafter, a “FINAL” Supplemental Environmental Impact Statement will be submitted to the Tennessee Department of Transportation and the Federal Highway Administration for approval. The process will be concluded with approval of a Record of Decision.

What are Context Sensitive Solutions

Context Sensitive Design (CSD) and the more broad-based concept of Context Sensitive Solutions (CSS) is one of the more significant concepts to evolve in the highway project planning, design, and construction areas in some time. The concepts for Context Sensitive Solutions evolved from earlier concepts termed “Thinking Beyond the Pavement” and express the need for highway agencies to consider highway projects as more than a transportation improvement. The concept of Context Sensitive Solutions (CSS) recognizes that a street, road, or highway, by the manner in which it is integrated into the community, can have far-reaching impacts on the community. These impacts, either positive or negative, may extend beyond the contributions of the project from a traffic movement perspective. A primary objective of the CSS process is to assure that the full range of values and perspectives of the stakeholders is brought to the table and actively incorporated into the decision-making and design processes and, ultimately, the final outcome of the project.

“Context Sensitive Design asks questions first about need and purpose of the transportation project, then equally addresses safety, mobility, and preservation of scenic, aesthetic, historic, environmental, and other community values. Context Sensitive Design involves a collaborative, interdisciplinary approach in which citizens are a part of the design team.”

- Thinking Beyond the Pavement, Maryland State Highway Administration Workshop, 1998, and NCHRP Report 480, “A Guide to Best Practices for Achieving Context Sensitive Solutions,” National Cooperative Highway Research Program, 2002

Your involvement and contributions at this Public Workshop will provide valuable information to the Shelby Farms Parkway Advisory Team, the City of Memphis, Shelby County, and the Tennessee Department of Transportation in developing a project that improves transportation in the East Memphis area while preserving and enhancing the scenic, historic, aesthetic, environmental, and other community values for Shelby Farms Park Area.

Procedure for Submitting Public Comments

Representatives of the Shelby Farms Parkway Advisory Team; the City of Memphis; Shelby County; the Tennessee Department of Transportation; Palmer Engineering; and Powers Hill Design, LLC are available to answer questions concerning this project. Various exhibits are on display to aid your understanding of the alternative concepts under consideration for this project. You are encouraged to provide comments and input that can be included in the formal project summary. Use the Questionnaire and Comment Sheets provided to make a written statement and leave it with a representative from the Shelby County Government at the Registration Desk, or mail it by November 30, 2005 to the address on the comment sheet or to:

Project Comments
Public Works Division
Shelby County Government
160 N. Main Street, Suite 801
Memphis, TN 38103

Thank you for your interest in this project
and for your input.

PUBLIC WORKSHOP
SHELBY FARMS PARKWAY

Context Sensitive Solutions Process



Shelby County
City of Memphis
Tennessee Department of Transportation
Shelby Farms Parkway Advisory Team

November 15, 2005

Agricenter
7777 Walnut Grove
Memphis, TN 38120

We Need Your Input!

This is the second of a series of public workshops. The focus of these workshops is to identify critical issues and concerns associated with improving safety and mobility in East Memphis while preserving the scenic, historic, aesthetic, environmental, and other community values of the Shelby Farms area. This public workshop will afford the public an opportunity to view and comment on two alternative concepts for the “Shelby Farms Parkway” between Walnut Grove to the South and Macon Road to the North.

Questionnaire and Comment Forms: Please use the Questionnaire and Comment Forms to provide written comments and suggestions.

Question and Answer Session: This workshop also will feature a “question and answer” session from 7:30 pm to 8:00 pm for questions submitted in writing in advance of the session. Please use the “QUESTION CARD” to submit your questions. Return your “QUESTION CARD” to the Registration Desk before 7:00 pm.

The “question and answer” period will begin at 7:30 pm and will conclude at 8:00 pm. A response to questions not answered at the meeting will be mailed to the person submitting the question. All questions and responses to questions will be posted on the Shelby County website at <http://www.shelbycountyttn.gov/>. Click on “Shelby Farms Parkway Project” for access.

Project Overview: The proposed roadway is a north-south route extending from the west end of Shelby Farms at Walnut Grove on the south to Mullins Station Road and then along Whitten Road to Macon Road on the north. Over the past decade, several alternatives have been studied. In October 2003, the Tennessee Department of Transportation announced its decision to refer the proposed roadway project back to local government officials for future planning using a “context sensitive design” approach.

A 17-member Shelby Farms Parkway Advisory Team, appointed by Shelby County Mayor A. C. Wharton, has been assigned the task of developing recommendations on how best to construct this roadway through Shelby Farms. Members of this team include a cross-section of users of Shelby Farms, commuters through Shelby Farms, community representatives, business leaders, and other stakeholders.

Team Goals: The Shelby Farms Parkway Advisory Team identified the following goals for the team as they began this effort.

- Achieve Community consensus and build public trust.
- Reach consensus for a context sensitive solution in a timely fashion.
- Adhere to a continuous and responsive public involvement process.
- Maintain the spirit of teamwork throughout the project.
- Create an atmosphere of good communication among the team, government, and the community.

Project Goals: The Shelby Farms Parkway Advisory Team also identified the following goals for the project as they work through the CSS process to develop their recommendations:

- Create a road that enhances and embraces the park.
- Create a design concept that is socially, economically, and environmentally responsible.
- Create a safe and effective roadway design.
- Reduce corridor congestion.
- Produce an excellent design that embraces the quality of life in the community.

- Create the opportunity for non-vehicular traffic to enter and use the park.
- Create the opportunity for vehicular and non-vehicular traffic crossing of the corridor including access for the physically challenged.

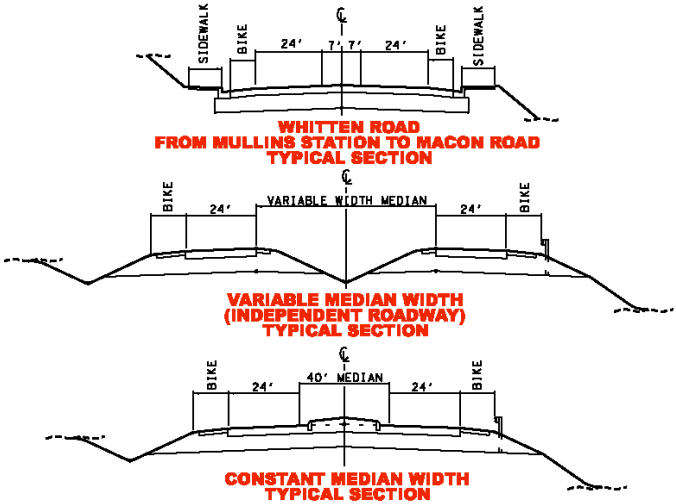
Alternatives Design Concepts: Alternative design concepts are presented for review and comment. The centerlines for alternative alignments are shown on the front cover of this document.

Alternative L: The “blue” colored line illustrates the center-line for Alternate L which includes a “trumpet” interchange, four lanes, a 40-foot median and is developed on the basis of a 40 mph design speed. The trumpet interchange provides for free flowing traffic for all directions at the interchange of the Shelby Farms Parkway with Walnut Grove.

Alternative M: The “red” line illustrates Alternate M which includes a “flyover” at Walnut Grove for northbound traffic on Shelby Farms Parkway, four lanes, a variable width median or “independent roadway” concept and is developed on the basis of a 45 mph design speed. Traffic traveling southbound from the Shelby Farms Parkway to eastbound Walnut Grove will travel through a signalized intersection.

At-Grade Intersections: Both alternatives include at-grade intersections for Shelby Farms Parkway @ Sycamore View Road and Shelby Farms Parkway @ Mullins Station Road.

Typical Sections: Illustrations of alternative typical section concepts are shown below.



The “constant width median” concept is used with Alternate L for illustration purposes but can be incorporated with the alignment for Alternate M if desired. The “variable width median (independent roadway)” concept is used with Alternate M for illustration purposes but can be incorporated with the alignment for Alternate L if desired. An “urban typical section” with shoulders and curb and gutter is used with both alternatives for the section of the project from Mullins Station Road to the end of the project at Macon Road. This typical section is consistent with the section of Whitten Road from Macon Road to I 40 that has already been improved.

Design Concept Options: The design concepts discussed above and illustrated at this public meeting are interchangeable with minor modifications. For example, the trumpet interchange may be used with the alignments of either Alternate L or M. Likewise, the variable width median concept may be used with either interchange concept and/or either alignment alternative.

Illustration of a “Trumpet” Interchange

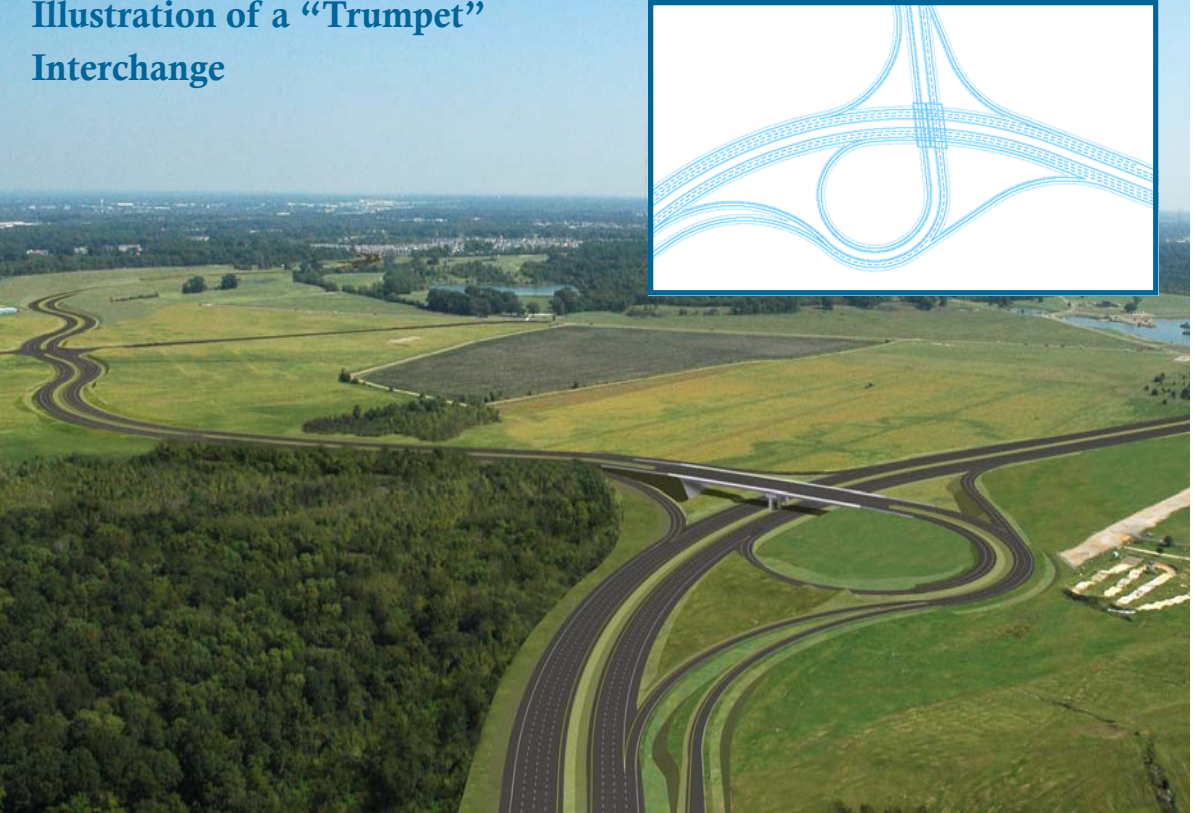


Illustration of a “Flyover” Interchange With Signaled Intersection at Walnut Grove

